

广西卷 Guangxi Volume

交通 50 年 成就

50-YEAR ACHIEVEMENTS OF COMMUNICATIONS IN CHINA



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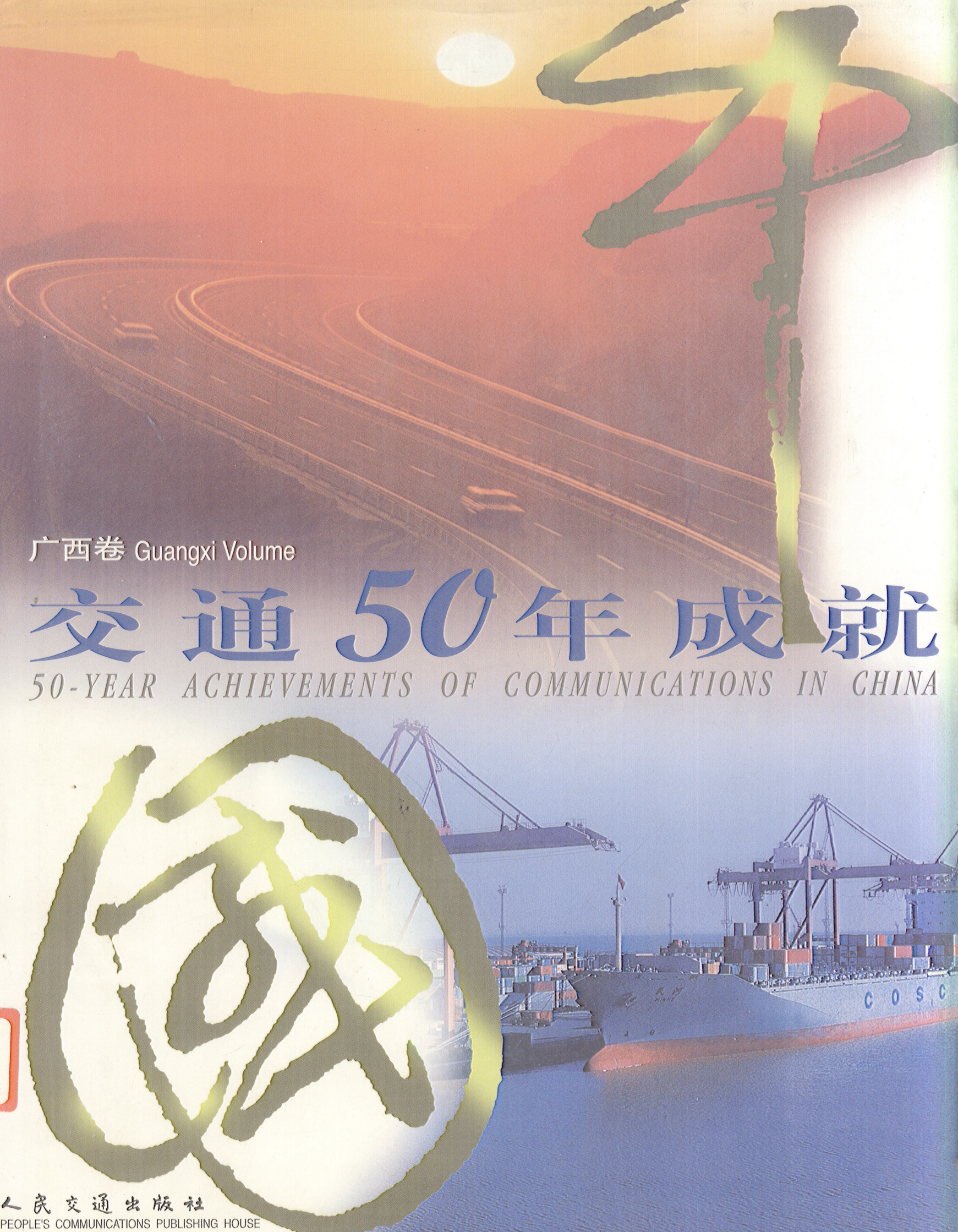
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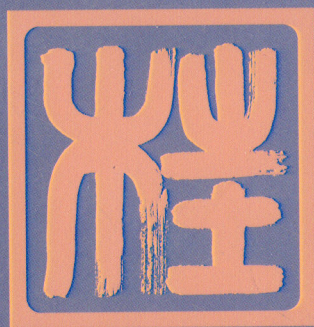
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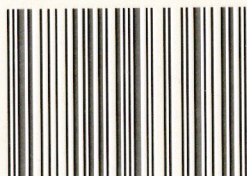
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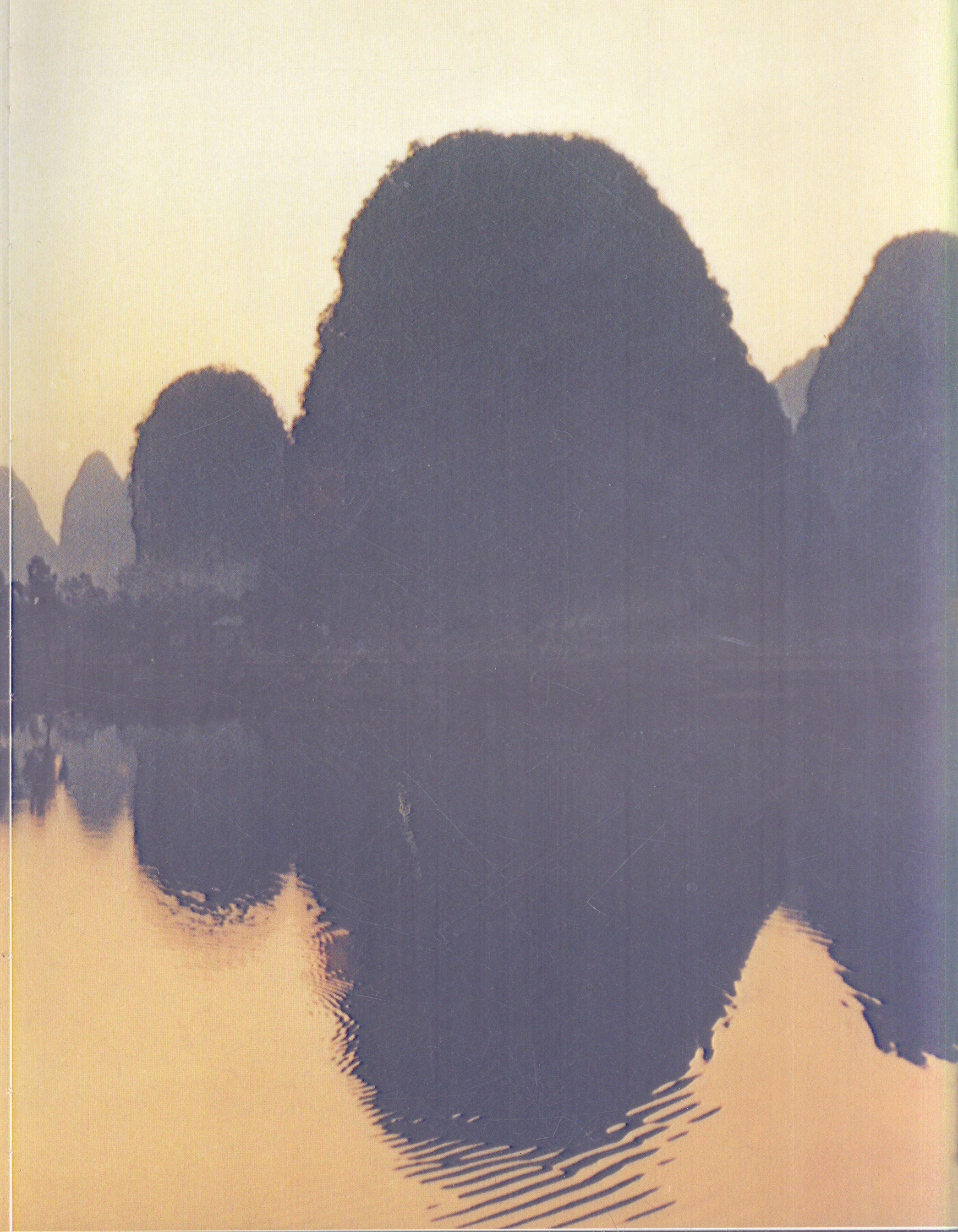


广西各民族大团结
Unity of all nationalities in Guangxi



桂林山水
Scenery in Guilin





序言

PREFACE



广西壮族自治区主席李兆焯
Li Zhaozhuo, Governor of
Guangxi Zhuang Autonomous
Region

《中国交通 50 年成就·广西卷》是新中国成立以来第一部全面反映广西交通建设辉煌成就的大型画册。这本画册融艺术性、纪实性和技术性于一体，生动翔实地记录了广西各族人民和交通职工为发展交通事业艰苦奋斗的创业历程，展示了广西交通的风貌，为读者开启了一幅幅追溯广西交通历史、了解广西交通现状和展望广西交通前景的画卷。这是一件很有意义的事情。

广西壮族自治区位于中华人民共和国的南部，面向东南亚，背靠大西南，地处中国南部沿海与西南腹地，以及西南与华南的结合部，具有沿海、沿江、沿边三位一体的区位优势，地理位置独特，交通运输历史悠久。由于种种原因，广西的交通长期以来一直处于落后状态，直至解放前夕，广西交通优越的地理条件始终得不到充分利用。

新中国成立以来，在党和政府的领导下，广西各族人民和交通战线的广大职工为发展交通而艰苦奋斗，创业不止。尤其是党的十一届三中全会以来，广西贯彻深化改革、扩大开放的政策，推行“有路大家行车，有水大家走船”的多层次、多渠道、多形式的发展交通新政策，促进了交通事业的快速发展。1992 年，中央作出“充分发挥广西作为西南地区出海通道的作用”的战略决策，更是掀开了广西交通建设的新一页。以建设大通道、服务大西南为重点，广西加大了构筑公路主骨架、水运主通道、港站主枢纽的建设力度，促进了多种运输方式的健康发展。目前，一个以自治区首府南宁为中心，以国、省道为骨架，干支相连，城乡相通的出海、出边、出省公路交通网已初步建成；一个以防城港、北海、钦州三个沿海港口为龙头，内河运输以西江黄金水道为主干的水上大通道也已初具规模。连接城乡、沟通水陆、衔接江海的综合运输网正在形成。

伴随着共和国强劲有力的前进步伐,广西的交通事业实现了历史性的大跨越。交通运输事业的发展,对于拉动经济发展,方便人民生活,调整产业结构,优化投资环境,增进民族团结和巩固国防,都具有重要意义。通过这本画册,人们可以感受到广西各族人民和交通系统广大干部职工自强不息,艰苦创业的精神风貌。

“鉴古观今,面向未来”。回顾过去是为了创造更加美好的未来,谨以本画册献给中华人民共和国成立50周年,并籍以感谢所有关心、支持和为广西交通事业作出了贡献的人们。

广西壮族自治区主席 李兆焯

“50-Year Achievements of Communications in China Guangxi Volume” is the first completed large-scope album reflecting the prosperous achievements in Guangxi transportation construction. By combining its artistry, actual events record and technique as one, it vividly records the hard work and great efforts made by Guangxi people, especially by the staff of all sectors related to Guangxi transportation in the past 50 years, since the foundation of People's Republic of China; it shows the style and features of Guangxi transportation, and, it provides the readers picture by picture on the history, current situation and prospects of Guangxi transportation.

Located in the Southern end of the People's Republic of China, Guangxi Zhuang Autonomous Region is facing the Southeast Asia and backing the Southwest China. Since it is seated in the connection between the coastal area of Southern China and Southwest hinterland, it owns the advantage of its outstanding location as seacoast, riverbank and boarder land. There is a long history in transportation in Guangxi due to its characteristics in geographical location. However, because of some reasons, Guangxi transportation had been in backward for a long time. The priority of Guangxi's geographical condition could not play its role in transportation until the foundation of China.

Since the foundation of new China, under the leadership of the Communist Party and the Chinese Government, Guangxi people and the staff related to transportation has had a very hard work and continuously made their great efforts for the development of Guangxi transportation. Especially after the Third Plenary Session of the 11th Central Committee of Chinese Communist Party, Guangxi has carried out the policy of reform deepening and open widening, and pursued the new policy for transportation sectors of multi-levels, multi-channels and multi-forms, which is so called as "Everyone uses vehicles when road

is available and goes by vessels when waterway is possible". This, as a result, has promoted the development in transportation undertaking. In the year 1992, the Central Government forwarded his strategy decision that "Guangxi shall play his important role as the passageway to sea in Southwest China". This means the opening of a new page for the transportation construction in Guangxi. Thereinafter, by giving more attentions to the constructing passageway to sea and serving for Southwest China, Guangxi has been strengthening the construction of highway skeleton, direct navigation channel and port junctions. By now, the preliminary provincial road network to sea, bordering area and outer provinces has been formed, taking the capital city Nanning as a center and national and provincial roads as its framework, connecting between trunk lines and branches, cities and villages. Meanwhile, the waterway access road has been developed setting the coastal ports of Fangcheng, Qinzhou and Beihai as the taps and taking the golden waterway Xijiang as a trunk line. The transportation network now has become available for connecting between cities and villages, waterways and land areas, as well as rivers and seas.

Along with the strong and stable marching steps by our States, the remarkable progress has been made in Guangxi transportation. It is known that the development in transportation sector is very meaningful for the economic development, people's living standard improvement, production structure adjustment, investment environment optimization, national unity and national defence reinforcement. By reading this picture album, you will have a good knowledge to the continuous efforts and hard work made by people from each nationality in Guangxi and all the staff working for transportation sectors.

" Studying history and knowing today, looking forward and facing future". Looking back on the past is to create a more beautiful future. Here we would like to provide this picture album as the celebration for the 50th anniversary of the foundation of the People's Republic of China, and hopefully by this chance to express our sincere thanks to all those who give their attentions, supports and contributions to the transportation sector in Guangxi.

Li Zhaozhuo

Governor of Guangxi

Zhuang Autonomous Region

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领导关怀

Solicitude of Leaders



1990年11月22日，中共中央总书记、国家主席江泽民到北海港视察

On Nov. 22, 1990, the General Secretary of Central Committee of Communist Party of P.R.China, President Jiang Zemin visiting Beihai Port



1992年12月7日，时任国务院总理，现任全国人大委员长李鹏视察防城港

On Dec. 7, 1992, former Premier, current Chairman of NPC Standing Committee Li Peng visiting Fangcheng Port



1993年1月，时任国务院副总理，现任总理朱镕基视察广西沿海港口

In January of 1993, former vice Premier, current Premier Zhu Rongji visiting the coastal ports of Guangxi